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JOHN COTTON'S
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NOS. 1 & 2 MEDIUM
\$1. per 4 oz. tin
LANE, CRAWFORD & CO.

July 22, 1919, Temperature 80°

The China Mail.

ESTABLISHED 1846

Rainfall 0.00 inch.

Humidity 82.

July 22, 1919, Temperature 81°

No. 17,521,

己亥年七月廿二日

HONGKONG, TUESDAY, JULY 22, 1919.

日月廿二日未已次歲年入國民華中

PRICE \$3.00 Per Month

CORONA
The Portable Typewriter
Fitted with either Rica or Suite
Type. Complete typewriter in
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\$30.
ALEX. ROSS & CO.
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W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
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Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

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SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER HUMMON AND STERLING MOTOR CARS
TELEPHONE 482.
INSPECTION INVITED.
BEST CARS IN THE COLONY FOR HIRE.

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WATSON'S HYGIENOL
A HIGHLY CONCENTRATED AND PERFECTLY SAFE
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UMBRELLAS

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LADIES' AND GENT'S WEAR.
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TAILORS
ALEXANDRA BUILDING, HONGKONG. TEL No. 2842.

DONNELLY & WHYTE.
WINE MERCHANTS.

REG. NO. 624

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS OF HAVAS.

PARIS, July 16.
M. Clemenceau stated to the Deputies that the three years military service term could now be regarded as obsolete. Very soon it should be possible to revert to the two years service. The colonial army will play a big role in the military future of the nation.

Thousands waited to cheer Marshal Foch arriving at Victoria station, London, to take part in the procession on July 19.

PARIS, July 18.

The committee of the peace conference which had under consideration Italy's claims to the Austrian concession at Tientsin has reported for their rejection. America refused to sanction the cession of Chinese territory, supported by England and France. Mr. Wellington Koo, for the Chinese delegation opposed the granting of the concession to Italy.

A protest against the strike movement and all political strikes has been issued by the general agricultural confederation, which enjoins the government to do its duty in assuring liberty of action to all who desire to work.

Large orders have been placed in America by the French government for provisions of prime necessity to be put on sale in Paris.

Baron Bruner the head of the German delegation at Versailles is said to be accredited by the German government as chargé d'affaires in France.

A decree has been signed calling into being a French economic council to co-ordinate and survey all measures against the high cost of living. The council will confer with municipalities, agricultural groups, commercial and industrial organisations, and co-operative societies.

STEAMER ASHORE.

ADEN, July 14.
The British steamer *Warren* bound from Batavia to Falmouth is ashore six miles southwest of Rasafun and asking for assistance. The natives are gathering round the ship and swimming off to her. The crew are still aboard.

MICROBIOLOGY.

LONDON, July 19.
Sir Percy Sanderson, K.C.M.G., who was Consul-general at New York till 1907, has died at the age of 77.

Major General G. A. Prendergast, Indian Army retired, has died at the age of 76.

PRATEL.

LONDON, July 19.
Pratel's conduct while British medical officer at Bagtsche is under judicial investigation. Captain Eastwood, prosecuting, suggested that the accused thought the British were beaten and wished to ingratiate himself with the Turks. The case was adjourned till August 6.

FLIGHTY RAJAH.

LONDON, July 19.
The maharajah of Kashmir aeroplane from London to Paris.

DAVE INDIAN LANCER.

LONDON, July 19.
The King has conferred the Albert medal on trumpeter Mangal Sain of the 2nd Lancers, Indian army, for gallantly rescuing two British soldiers who were drowning at Beirut.

INDIAN PENSIONS.

LONDON, July 19.
A meeting of Indians in London has appointed a subcommittee to draft a memorandum to Mr. Montagu with regard to the amelioration of the scale of Indian pensions.

The I.C.s. *Wosong*, bound from Hankow to Swatow on July 3, ran into a lighter being towed near Silver Island Pass. The two craft came together on opposite helm, bow to bow, the collision bulkhead of the *Wosong* being sprung a leak caused in her bows which necessitated her putting in for repairs.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic & Diarrhoea Remedy in the house? Don't take such risks! A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and druggists.

EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

PARIS PEACE PARADE.

A GREAT DAY.

PARIS, July 14th.
Huge crowds, some of whom had congregated since last night, assembled to witness the great Victory Parade in glorious weather.

The magnificently decorated route was protected by triple rows of soldiers.

The chains which barred the *arc de Triomphe* since the Prussian victory of 1870 were removed.

A cortege erected in honour of France's dead, near the Presidential Tribune, with four gilded figures of "Victory" at the foot, made up an impressive feature of the pageant.

M. Clemenceau reached the stand at 7.45 a.m. and received a tremendous ovation. Guns immediately began the salutes.

President Poincaré arrived at 8.15 a.m. and deposited a wreath at the foot of the cenotaph. Marshal Foch and M. Clemenceau did likewise.

The procession was preceded by a detachment of 1,000 mutilated soldiers, some on stretchers—a very touching spectacle.

At 8.45 a.m. a French officer and two police, heading the procession, passed through the arch.

A band followed, preceding Marshal Foch and Marshal Joffre, riding side by side, accompanied by a glittering Staff.

They received an overwhelming reception.

Then General Pershing led the Americans with their Regimental flags.

The Belgians came next, and then the marines leading a British detachment, and marching with wonderful precision.

At the head of the representatives of the British Army was Field-Marshal Sir Douglas Haig, followed by two colour-bearers. After him came the Guards with their famous band, and then the battle-colours, of which there may have been several hundreds, of all the regiments.

It was a splendid sight, for each was accompanied by a colour party.

The British were followed by their skirring pipes, who passed next, immensely interesting the spectators.

A detachment of officers and men from all regiments brought up the British rear.

General Diaz led the Italians, after whom came a small group of Japanese officers, the Greeks, Poles, Portuguese, Romanians, Serbs, Siamese and the Czech-Slovaks in the order named. All were tremendously cheered.

Then Marshal Pétain, on a white horse, followed through the arch, heading the representatives of 21 French Army Corps, followed by Generals Castelnau and Berthelot.

Line after line of bronzed *pousses* swung past, followed by African Colonial troops, a naval detachment, famous artillery sections, French tanks and motor machine guns.

Four military aeroplanes hovered over the *arc de Triomphe* throughout the passage of the procession.

IRISH POLICY.

MORE WAIT AND SEE.

LONDON, July 14th.

In the House of Commons, at question-time, Mr. Bonar Law stated that he could not say when the Government would propose a Bill.

The Government did not wish to postpone any part of its policy, but it did not wish to succeed at once without some chance of success. (Cheers.)

LONDON, July 14th.

Sir Edward Carson's speech, yesterday, has unfavourably impressed the Unionists, who deplore disturbing utterances at the present juncture.

Sir E. Carson's followers declare that the speech was really directed against the Sinn Feiners.

ARMENIAN MASSACRE.

LONDON, July 14th.

Details of the horrible massacres of Armenians in the Province of Karabagh, on June 4th, by the Tartars show that they were ordered by Sultanoff, the Governor of Karabagh.

The town of Chouchi was attacked,

the fortifications captured, and the Armenians were pitilessly massacred.

The movement spread throughout the country.

The Kurds massacred at Khaipali, Cargajan and Pasioul.

In other districts, the Kurds burnt, pillaged and destroyed everything,

carrying off the women and children.

The total dead exceed 600.

It is reported that the Allied Commander in the Caucasus has arrested Sultanoff.

INTERNATIONAL ECONOMICS.

LONDON, July 14th.

In the House of Commons, Mr. Bonar Law stated that the Supreme Economic Council still existed, and considered desirable to continue some form of international economic co-operation, but precise measures had not yet been decided.

A QUICK MAIL.

LONDON, July 14th.

The *R. 34* brought a batch of American newspapers, which were delivered in London in three days, nine hours, as compared with eleven days by the ordinary service.

U.S. SHIPBUILDING.

Washington, July 14th.

The Shipping Board announces that 118 vessels of 1,784,583 deadweight tonnage were delivered during June. This is double the amount delivered in June, 1918.

SILVER.

LONDON, July 17th.

Silver is quoted at 64½d. buyers and 64d. sellers. The market is steady.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

COAL CAMOUFLAGE.

PARLIAMENTARY PROCEEDINGS.

LONDON, July 14th.

The House of Commons was crowded during the debate on the increase in the price of coal.

Sir Auckland Geddes, opening the discussion, emphasised the gravity of the position, and rejected the suggestion that the increase was based on political considerations. (Cheers.) It was solely based upon the Government's realisation of the very serious position existing in the country in connection with the supply of the main source of power.

CASES OF RAT SNORTER.

Dealing with the causes that led to the serious reduction in the amount of coal available for use, he pointed out that the output of many mines was checked because wagons were not forthcoming as required owing to the slower loading of wagons at the destination, due to shorter railway hours. This showed that less work done in one industry reacted on other industries, and the work of the coal miners was not being done.

Presently, however, the miners were not doing enough money in the course of the week to do so. This was probably true, because the percentage of absentees had risen from under eleven in 1913 to sixteen in May, 1919, although recently it was reduced.

ADDITIONAL EFFORT INDISPENSABLE.

His view was that the wide range of the causes of the coal shortage could neither be rectified immediately nor by any individual body.

A national effort was indispensable.

It was freely alleged that miners, after earning enough money in the course of the week, did not continue to work. This was, probably, true, because the percentage of absentees had risen from under eleven in 1913 to sixteen in May, 1919, although recently it was reduced.

THE PHARMACY,

BUSINESS NOTICES

J. T. SHAW.

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AND

OUTFITTER.

21, HONGKONG HOTEL BUILDING,

HONGKONG.

WE HAVE THE LATEST ENGLISH & AMERICAN

PERIODICALS

ALSO

NEW NOVELS

TUESDAY, JULY 22, 1919

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WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

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UNIVERSAL DIAGONAL
CROSS EXPANSION
PISTON PACKING.

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HONGKONG AND
SOUTH CHINA:
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Hotel Mansions.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

Operating:
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE BEPPULSE BAY HOTEL The coming seaside resort of South (opening in the Summer of 1919) China.
THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company having recently extended their cold storage plant and instituted motor transportation, are specialising in outside catering such as banquets, dances, picnics etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music. Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

Telephone No. 482, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. Best of Food and Service. Telephone 373. Telegraphic Address: "VICTORIA". J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.
Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE". J. H. OXBERRY, Proprietor.

CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management. Nicely quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats. Telegraphic Address: "CARLTON". Mrs. F. E. CAMERON.

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ICE CREAM
PARLOUR
AND CONFECTIONERS

TANG YUK, Dentist,
Successor to
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14, D'AUGUILL STATION.
TERMS VERY MODERATE
Consultation free.

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G. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.
Public Auctions.

INTIMATIONS.



WITH regard to his previous notice, the Colonial Secretary begs to announce that all men who joined His Majesty's Forces at home or elsewhere, and who are now in Hongkong, should send in their names to him without delay.

COLONIAL SECRETARY'S OFFICE
Hongkong, July 14, 1919.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE AND HALF DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY, July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of FOUR DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the General Managers.

THE WEST POINT BUILDING CO., LTD.

AN INTERIM DIVIDEND of THREE DOLLARS per Share for the six months ending June 30, 1919, will be payable on MONDAY July 28, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY July 18, to MONDAY July 28, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the General Agents for the West Point Building Co., Ltd.

Hongkong, July 9, 1919.

NOTICE AND CAUTION.

KOWLOON INLAND LOT 176.

THE Deeds and Documents relating to the above Property having been stolen in China from the possession of the Owner, the Public is hereby cautioned not to enter into any negotiations regarding the same without reference to the undersigned.

Dated the 17th day of July, 1919.

LEO D'ALMADA & CASTRO,
Solicitor for the Owner.

NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 8 A.M. and 3 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register them selves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$20.

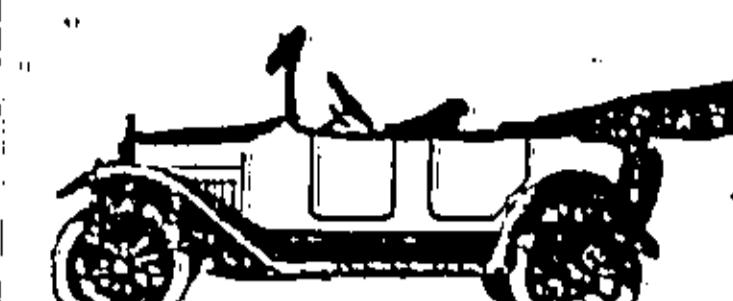
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MAXWELL CARS.

Automobiles for Hire
and for Sale
at reasonable Prices.

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85 Des Voeux Road
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The Natural Milk Food for Infants,
Invalids and Nursing Mothers.
We have just received a large consignment.

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Agents for Hongkong and South China.

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"HUGHES" HONGKONG.

PUBLIC AUCTIONS



PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. Naval Stores Officer, to sell by Public Auction.

THURSDAY,
July 24, 1919, commencing at 10 a.m.,
at H. M. NAVAL YARD, Hongkong.

A quantity of Old Metals, &c.,
comprising:

Bronze Boring, uncleaned,
Brass Tubes, Scrap Brass, &c.,
Old Copper Sheathing, &c., Old Lead,

Manganese Bronze and Gun Metal,
Zinc Slabs and Ashes,
Old Aluminium, White Metal, &c., &c.

Terms of Sale:—As detailed on Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers
to the Admiralty.
Hongkong, July 15, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED).

FRIDAY,
July 25, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of
Ice House Street,

Sundry Household Furniture, &c.
One Billiard Table by Burroughs &
Watts with accessories (to be sold without reserve).

Two Pianos (new).
One Rick-ha (very good condition).
Two Sewing Machines, Ladies saddle,
Typewriters, Picnic Goods, Wire
Ropes, &c., &c.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 21, 1919.

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can be printed at a cost of 30 shillings
for each trade heading and, which they
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from £1 to £8.

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THE BEST WORKMANSHIP
Blackwood Furniture Store.
All classes of Furniture made to order
and packed for shipment. Gold and
Silver Ware, Jade Stone, Chinese
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HONG KONG.

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WANTED.—ASSISTANT SECRETARY for the Marine Engineers Guild of China to be resident at Hongkong. Salary \$350 per month for a probationary period of six months after which an agreement will be given. Apply to:—The Secretary, Marine Engineers Guild of China, 17, Nanking Road, Shanghai.

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TO LET.—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, SIXTY & FLEMING.

TO LET.

Furnished for 12 months No. 87 The Peak (No. 1 Stewart Terrace) containing 3 Bedrooms and bath-rooms, hot and cold water, Drying room, Dining room, Drawing room, Sitting room and usual offices and Servants quarters, also large garden. Possession 1st July.

HUMPHREYS' ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, July 3, 1919.

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After a lapse of 3 years, we are now getting regular supplies of the very strongest and best quality flour that Australia produces and we are turning out the most nutritious and delicious Bread the Colony has ever known.

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MADAME FLINT

At the beginning of July will
OPEN A NEW BRANCH of her
DRESSMAKING & MILLINERY
ESTABLISHMENT

— AT THE —
Corner of Queen's Road Central
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(THE VICTORIA PHARMACY)

Madame Flint desires to announce to her Customers that Mlle. Flint is at present in Paris and is forwarding the latest Parisian Styles by every mail.

KEEN COMPETITION.

LADIES AND GENTLEMEN,
Please notice The Breezy Garage is giving Special quotations with the latest and most modern CARS ON HIRE for the coming Season.

CHANDLER 7 passengers \$8.00 per Hour.
HUDSON SUPER SIX 7 " " 7.00 " "
OAKLANDS 5 " " 6.00 "

Wise patrons never go wrong once they decide to patronise us. Weekly or monthly trips can be arranged at the Office.

OUR MOTTO
Drink less patent medicine
and take more motoring.

Just landed a large stock of Goodyear and Goodrich Tyres and Tubes at lowest prices. Sizes 24 x 4 and 28 x 4.

Please Ring, Write or Call MR. TANG TSUN,
Proprietor and Manager.

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MOK LIN, Managing Director.

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十五五德行共茲提國貿易
一百五華所售貨物

WORRIED WINSTON.

Mr. Winston Churchill, British Secretary of State for War, according to a pretty little story told by the *Morning Post*, was desirous of purchasing some hay for use at his country residence. A neighbouring farmer was willing to supply it, but pointed out that the purchase could only be effected through the Divisional Purchasing Officer. Thus Mr. Churchill discovered that he was forced to pay £4 10s. a ton more for the hay than the farmer was willing to accept privately. Fuming with indignation, Mr. Churchill wrote to the President of the Board of Agriculture, confessing that he was a child in these matters, but extremely curious as to the official necessity for an order having such a disastrous result on the price of hay. The letter drew from the urbane Lord Ernle (Mr. Prothero that was) a reply to the effect that Mr. Churchill's curiosity was shared by the Board of Agriculture. The order in question was made by the Secretary of State for War and Lord Ernle suggested that inquiries at the War Office might lead to a solution of the matter! The correspondence then ceased.

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Quality.

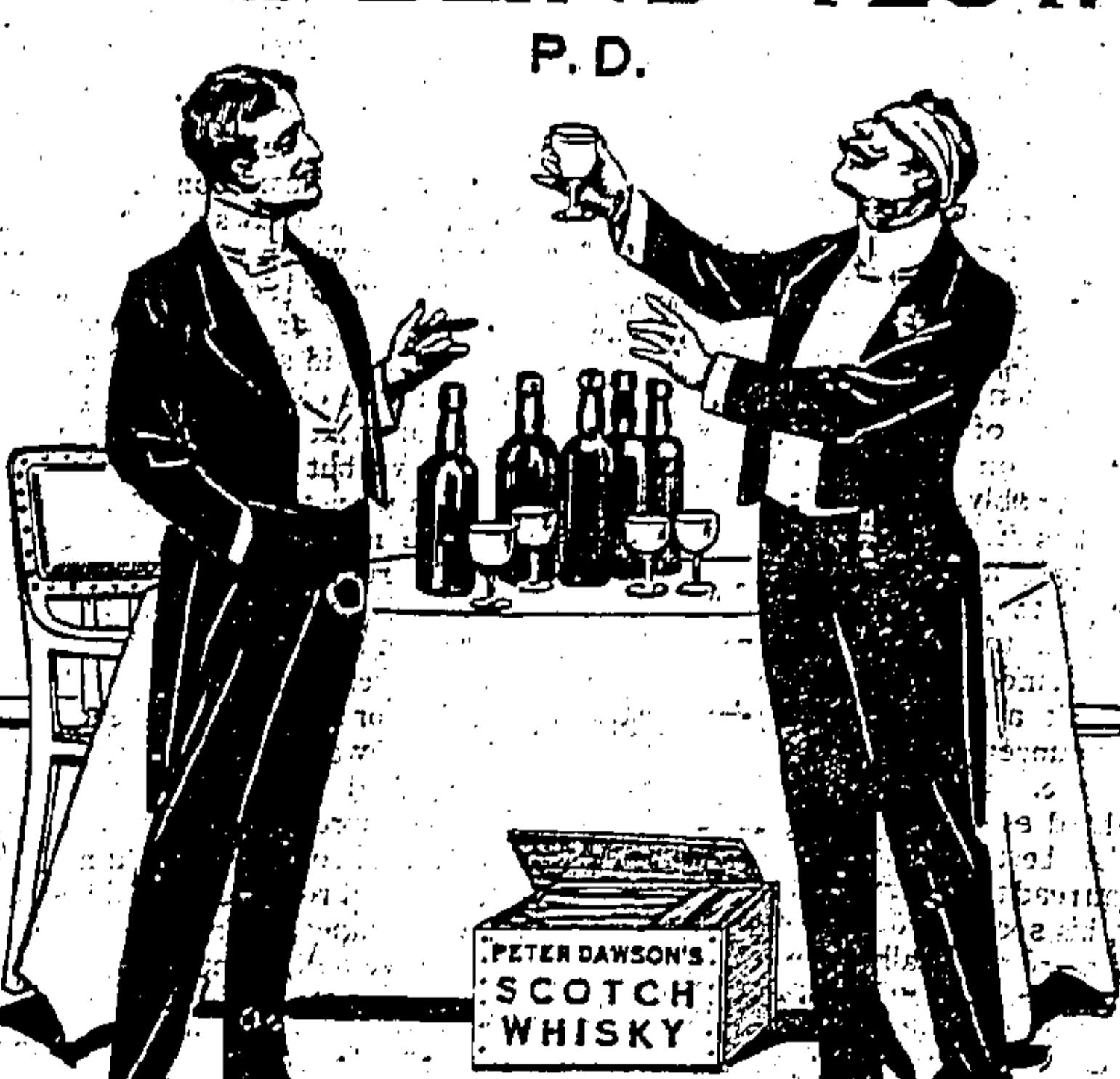
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a few drops sprinkled over the meat,
fish or cheese, &c., are all that is
required to impart the most delicious
piquancy and flavour.

The QUALITY and concentration of its
ingredients make a little of this sauce go
a long way.

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WORCESTERSHIRE
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TUESDAY, JULY 22, 1919.

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DEATH.

MCGREGOR.—At the Peak Hospital, on the 21st instant, Alexander McGregor, chief engineer, aged 47. The funeral will pass the Monument at 6 o'clock this evening.

BIRTH.

FRASER.—On July 14, 1919, to Mr. and Mrs. W. D. Fraser, Hongkong (Chinese Maritime Customs Service), a daughter.

The China Mail.
TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, JULY 22, 1919.

THE COAL BLUFF.

So the House of Commons was crowded for the coal debate. It was sure to be. The vested interests are alarmed at the signs of the times. They will soon be asking the traitor Carson for the loan of his Ulster Volunteers, and going down gallantly like the German navy at Scapa Flow. Sir Auckland Geddes rejected the suggestion "that the announced increase of six shillings a ton was based on political considerations. Presumably this means that he said it wasn't. It is possible that he believes it wasn't, so we mustn't refer to Ananias. Let us refer instead to Robinson Crusoe. If Sir Auckland Geddes believes there wasn't a political trick behind that announcement, he's as lone as Crusoe. He's about the only man who does or can believe it.

At best he is not well informed. If you read the telegraphic condensation of his speech, you'll see that he tried to score politically against one set of workers. He attributes the decreased output at some mines to a shortage of wagons, "due to slower unloading owing to shorter railway hours." You see? No political consideration there—only a slap at the "lazy" railway workers. He could have libelled two birds with one speech if he had added, which is quite true, that the miners have been working less hard than they were, and taking more leisure.

What the Gang, the Ruling Class, have not discovered is that in demanding higher pay the workers were not actuated by greed for money. Vested interests cannot understand that, because profit is their one dominating idea. Few realize how hard the manual labourers worked during the war. Now they are keen on leisure, and have learned

that it is possible and that they have a right to it and a need for it. If all the profits of all the mines were divided amongst the miners, the output would not be increased, much as the political economists wish it. These men are out for an easier life. It is not for people whose "work" is clean and safe to blame them. It is for everybody talking or writing about this subject to realize that no amount of figures, or arguments, or moralizing, will alter that fact—that the workers are going to take things easier. All must do their figuring with that factor realized, or they waste their time.

As for the shortage of wagons, one central control of our railway system would have remedied that. It was proposed, and the vested interests, the parliamentary Gang included, rallied to oppose it as they are now fighting against nationalization of mines.

With regard to the figures, the estimates, the ifs and ans of the coal trade, with which the Gang so glibly plays, we are not going to bother considering them. That sort of kindergarten logic has lost its power to hypnotize the public, and the Gang will find out.

We are rather surprised that Geddes had the cheek to include the factor of American competition in oil fuel, for that draws attention to a matter about which we have a short article on page 5 [See "Whose oil?"] Lord Cowdray or his firm should certainly be paid something for their services in the oil prospecting job at Home; for which the Gang put up the money; but why propose a fat royalty in perpetuity for people who have done nothing? The reason is that the ruling class regards the country purely as its own milk cow, and is loyal always to its breed, even when of different Parties. The point of that argument is that the State is worth remembering. In England coal is, and oil probably will be, more precious than all its gold. Oil royalties should not be started. Coal royalties should stop, without compensation, because the owners have had far more than their due long ago.

Half of the Gang, "representing all parties," says Reuter, as if in such a matter there was ever more than one Party, the vested interest party, have memorialized Lloyd George against the nationalization of the mines. Before 1930, it is a fairly safe prophecy, mines, railways, and land will be nationalized.

If nationalization necessarily meant administration by the Gang (as the messed-up Shipping Control was) we would be against it. But it doesn't. They will (in 1930 or before) take the experts, the men who savvy the job, and pay them wages. If a Duke, an owner of mines, is such a scoundrel as some of the Gang's papers have been saying he is, they will employ him to "carry on." They

may even conscript him. The stoppage of the royalty squeeze, and of profiteering, will pay for all. But listen to Geddes, who is absolutely innocent, mind you, of political considerations. "This is no time for any section of the community to think its interests are separate from the interests of the whole." (Loud cheers.) Of course there were loud cheers, for he was talking at the over-worked miners and not at the Dukes. He was talking at those whose only sure estate is joy of living, and not at vested interests. Rather than see the old system maintained, rather than see the few enjoying luxury at the expense of over-work and drab lives for the many, many people would see the trade of the country "go west." The State in bankruptcy, and a new start made. These we call Bolsheviks. It is to be feared they are numerous. They will not become dangerous if by labour and the bourgeoisie the Gang can be ousted and vested interests made to play the game.

We observe in another telegram that W. C. Bridgeman told the House of Commons that the average pit-head price of coal in England is 29s 4d and in the United States 11s 2d. This may be true. If it is, we would like to know the reason for it, because it isn't that the English miner gets better pay. So far as conditions, hours, safety, comfort, etc., go, the American miner is much better off.

So far as nationalization goes, we do not quarrel with the old argument that free competition is better for the consumer. It is true. But it is also true that there isn't competition now. They are all in a gang together, a gigantic, undocumented combination against worker and consumer. And that's how you are diddled.

ONE MAN RULE.

Sir Reginald Stubbs, unless he has altered, is not the sort of man to give way on a point like that now raised, about the Executive Council usurping the legislative function. Local newspaper articles will not help. Speeches in Council will not soften Pharaoh's heart. Mr. Alabast just do something drastic. A bar letter addressed to every member of the House of Commons might start something. The position is quite simple, the principle at stake plain. The local practice is to pass an elastic ordinance the full effect of which is never realized until the Executive Council (which with a "strong" governor means His Excellency) starts to stretch it. The regulations or by-laws made "by virtue of an ordinance" can sometimes surprise the parents of that ordinance, and under the system which we now want to alter, they are arbitrary and secretly decided. We have no warning and no voice, except the complaining voice that comes too late. "Objects and reasons" can be wonderfully vague explanations that don't explain. There's one in the last Government Gazette which gives the Governor power to prevent people residing in a certain area. We wonder why, and turned to "objects and reasons." It is for everybody talking or writing about this subject to realize that no amount of figures, or arguments, or moralizing, will alter that fact—that the workers are going to take things easier. All must do their figuring with that factor realized, or they waste their time.

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WHOSE OIL?

Is the State going to establish by law its ownership of all the mineral oil that may be discovered in the kingdom; or is petroleum to follow coal into the pockets of private owners?

Lord Cowdray's promising strike near Chesterfield revives the question acutely. Nine months ago the Government intended to pay landowners ninepence a ton in recognition of their ownership of a gift of nature of whose existence they were unconscious. Ninepence for nothing is a considerable dole. But the Government were defeated on the financial resolution to give effect to it. Mr. Long in his present manner "would not make himself responsible for a Bill which did not offer royalties." What land-owner would?

Nine months ago we were still at war and the Coal Commission had not been heard of. Now we have had the evidence of the dukes. Ninepence a ton is a wild flight than any they ever contemplated. Lord Durham's coal royalties average \$5d. Lord Denevors' 43d, and Lord Dunraven is satisfied—presumably—with a pittance.

In the prospecting contract in which Lord Cowdray placed his geological data and his expert staff at the disposal of the Government, without charge, the question of royalties is not raised. What was "strike" in the Hardstaff Bore has raised it.

If oil is to be got in payable quantity in this country the future of our Navy and Merchant Marine is bound up with this question of its ownership. The Government simply cannot afford to be ridden off again by the landowners. The State is the acknowledged owner of the precious metals, gold and silver. It has therefore a sound foundation for its claim to the far more valuable base mineral deposits. If an industrial State has oil it can always buy gold or its equivalent; but as the war showed us, gold will not always buy oil.

We may be on the brink of a great discovery. If it is made, it will have been made at the cost of the State; there is a million for Lord Cowdray's prospecting on the Estimates—and the asset should rightly remain national. Shadowy private claims should be wiped out in the national interest, and that decision should be ratified and registered by Parliament immediately, once and for all.—*Daily Mail.*

GERMANS AND PEACE TERMS.

The following has been sent to President Wilson and the Premier: "Sir—On the decisions of the next week or ten days depend the fate of millions of our fellow men, women, and children, especially children. We do not desire to make any comment on the terms of the Peace Treaty offered to Germany; they have not been made public, and we do not know them in their entirety. But whether they are just or unjust, wise or unwise, capable of being carried out or impossible of realisation, we do most earnestly urge on you and on the other Allied Statesmen at Paris, that the German appeals for modification should be impartially and sympathetically considered, with the desire to meet them wherever possible. We believe that a peace willingly signed by the German Government as representative of the German people is of infinitely greater value than one forced on them by threats of famine, and a far better foundation for the new world order to which we are looking forward."

Loreburn F. W. Hirst
Buckmaster J. A. Hobson
H. M. Southwick Noel Buxton
Beauchamp Kate Courtney of
Parmoor Penwith
E. W. Barnes G. P. Gooch
H. N. Bradford A. G. Gardner
John Clifford George Pash
A. E. Garvie C. P. Scott
Sidney Webb J. L. Hammond
Beatrice Webb Louise Creighton
William Moore Ede Edwyn Bevan
F. B. Meyer

INJURY AND INSOLENCE.

A bitter story is told by a widow woman of Brixton. Having to work for herself and her young children, she has paid since the start her contributions to the National Health and Unemployment funds. Now, out of work, she is refused the allowance she has paid for, because she could not accept a job at 14s. per week of seven days. She could not possibly pay rent and maintain two children on that. But it made no difference; there was no money for her—but she could have a card to obtain relief! To deny her just claim and then fling that insult in her face—such is the conscience of modern bureaucracy.

BLAZON TYPE NOT NECESSARY.

CHAMBERLAINS' Cells and Diversified in Brixton's nose glazing head line to attract the public eye. The simple statement that all chemists sell it is sufficient as every family knows it well. It has been used for forty years and is just what its name implies. For sale by All Chemists and Stereopticians.

CORRESPONDENCE.
THE RECEPTION AT GOVERNMENT HOUSE.

[To the Editor of the *China Mail*.]

Sir—This a prophet is not without honour save in his own country was cynically illustrated at Saturday's reception at Government House to Hongkong men returned from foreign service, when Captain Kast Taylor, R.N., Harbour Master, etc., of Hongkong—the only head of a Government Department of this Colony who saw service with the fighting forces of his country—was publicly ignored. Whatever the explanation of those responsible for the omission to invite the senior officer of the senior Service to attend at Government House in his capacity of a volunteer from Hongkong who had served overseas in the war, it could not excuse such an oversight but the fact that no public service for this public effort has yet appeared in the Press would seem to make a bad matter worse.

Captain Kast Taylor, although past military age when he volunteered, at a great pecuniary sacrifice

to the Government ought to know better than anyone else, since their failure to keep their promises to him in regard to pay was the main reason for his voluntary loss incurred to his old service, the Navy, in April 1915, having previously served as Marshal of the Prize Court, in addition to his other duties, and was employed constantly in France and Italy from June, 1915, until some time after the Armistice. During this time he was twice wounded home, and disregarding doctors' advice, returned on each occasion to active service, refusing more than one offer of an easier post at home or in the United States. During his three years in France, he organised and re-organised four ports, and had command of nine altogether, receiving the recommendation of both the British and French officials for his tact and ability. In Italy he was in charge of the Convoy service of three ports, which he managed with such efficiency that he was recommended by the C.B. by the British Commander-in-Chief in the Mediterranean, and for an Italian Order by the Italian Authorities.

But the Hongkong Government's ignoring the war service of their one head of a Department who could claim such service is only the logical climax of a systematic belittling of the Harbour Department of this Colony, which has gone on for many years past and to which this seems a reasonable time to call attention.

In a place which owes its very existence to its Harbour and Shipping it is simply ridiculous that the man in charge of this great port—the greatest in the world—should not have a voice in its governance, and be an *ex-officio* member of both the Executive and Legislative Councils. Yet since 1908, when Sir Matthew Nathan substituted the Chief of Police for the Harbour Master on the Legislative Council, the Harbour Master has had no voice in the law-making of this port. This anomalous state of affairs is as absurd as if in our Island Kingdom maritime affairs had no representative in the Cabinet. Sir Henry May, who was Colonial Secretary when this change was made, as he was when the Governor, Sir Frasler Luard, "fought the opinion of the Harbour Master, a highly-trained specialist in his Department, and built the new Typhoon shelter at the wrong end of the harbour, where junks and sampans are obliged to beat up against the prevailing wind in a typhoon or else enter it some hours earlier than would be necessary, had it been placed at the Western end. The value of the refuge is thus much lessened, and it is quite likely that in time to come another refuge will have to be built, entailing an enormous and needless expenditure of public money." In "justice" to Sir Henry May, however, it must be recalled that the busy scheme advocated by Captain Taylor as far back as 1901 was carried out in 1912 during his term of Governorship, and has resulted in a great increase in the revenue of the Colony, as well as facilitating the work and usefulness of the port and furthering the convenience of shipping. But though this instance can be cited to the contrary, it is unhappily true that long series of official and personal slights to the Harbour Department from the Government of the Colony might be mentioned, many of them seriously injuring the harmonious carrying on of its highly responsible work. It was at one time actually suggested that a Civil Service Cadet should be appointed Assistant Harbour Master, but the ludicrousness of the idea struck even the official mind as being too great, and it was dropped!

In regard to pay, the same official antagonism and differentiation has always been shown, and when it is remembered that the Harbour Master is a Magistrate, and considering the British principle of high pay for those charged with judicial duties, the comparison is instructive. It should be remembered, also, that the Harbour Department brings in more revenue than almost any other.

In years gone by personal motives (not the less reprehensible) may have influenced the Government's attitude to the Harbour Master and his

THE CELEBRATIONS.

OPINIONS OF EMINENT CITIZENS.

The Hon. Mr. Lau Chai Pak speaking to a *China Mail* reporter said the celebrations were most satisfactory. "Everybody, with few exceptions among the large and mixed Chinese community, took part." Mr. Lau said he had taken part in many celebrations in Asia but this was the best of all. It went on without any bad feeling and without any disorder. On the whole it was a great success.

Mr. Lau Chai Pak was of the opinion that the illuminations were not quite so good as at the Coronation when they were more general and artistic and not so centralised as on this occasion. He said that was due to the lack of electric current. During the Coronation they could have all the current they wanted.

He concluded by saying that Kowloon was splendid on this occasion whereas they did little in the Coronation celebrations.

Sir Paul Chater: It certainly was a huge success, but outside of that, I have nothing to communicate to the papers. You had better try somebody else.

M. Haudeneuve, the French Consul-General, said everything was nice and much enjoyed. He said he had never seen such beautiful scenes as Hongkong presented at night on Friday and Saturday. Every pause was due to the police for the good order kept without a big display of police force. M. Haudeneuve expressed himself delighted with Mr. Dickson's speech at theiffin on Saturday. It adequately represented the feelings of the people, and exactly coincided with the views of the French community. The French Consul-General also said that the French residents appreciated the invitation extended to Mr. Paul Kremer to be one of the judges of the motor cars, and the great ovation given the ex-Council of the Hongkong Club on Saturday night.

Mr. D. H. Better, manager of the China Mail Steamer Company, said the celebrations were thoroughly satisfactory as a whole and a credit to the committee. It compared very favourably with any other place considering the lack of electric power. Mr. Better thought the fire works poor and suggested they were old.

Mr. G. C. Moxon said he thought it was very good, and far and away the best of anything of its kind during the time he has been in the Colony.

A POLICE-STATION INCIDENT.

Mr. G. G. Perdue, A.S.P., was showing a number of recruits of the Chinese Police force how to blow a whistle this morning. He blew three short blasts by way of demonstration. The whole of the Indian and American force in the Central Police Station immediately turned out. The C.S.P. also came out to see what the rumpus was about. Mr. Perdue had achieved a successful demonstration.

Department, but it is surely time for this to stop, and while Saturday's incident was insignificant in itself—since Captain Taylor's war service has been fittingly acknowledged by his promotion to the rank of Captain, and in other ways. By the proper authorities—it is to be regretted that the Government of this Colony did not then honour it self by a public acknowledgment of its debt to its one head of a Department whom they could so honour, and begin a new Peace régime in which the representative of the port and shipping should have his proper place in the Councils of this Colony—since, if there were no port or shipping, no function of Government would be required, as there would be no Colony—Yours, etc.,

ANOTHER WHO HAS SERVED OVERSEAS.

Hongkong, July 21, 1919.

THE HO KOM TONG INCIDENT.

[To the Editor of the *China Mail*.]

Sir—The mighty account of the celebrations of peace in your last evening's paper must have been read by all with extreme delight but the part where the regrettable incident mentioned, is really disgusting on the part of that cyclist policeman. If the Hon. C.S.P. had given him the order to patrol the crowded streets in his machine, the former should take up the responsibility for the accident to Mr. Ho Kom Tong, who knew very well that there would be dense crowds gathered. The policeman if he had actually said words of the kind as mentioned in the paragraph would no longer be serviceable. Sincerely yours,

M. T. S.

Hongkong, July 22, 1919.

FOUND SHOT IN BED.

TRAGIC DEATH OF MR. J. R. BROOKE.

We much regret to record the death under tragic circumstances of Mr. J. R. Brooke, asst. superintendent in charge of the Monopolies Department's chalk factory at Teluk Branggung. Mr. Brooke was found lying on his bed yesterday evening, says the *Strait Times*, of July 19, with a revolver clenched in his right hand and a bullet in his brain.

The deceased had his residence at the factory and with him lived his friend Mr. H. Carpenter, the Municipal Assessor. About six o'clock yesterday evening Mr. Brooke went to his room saying he wanted to lie down. Later Mr. Carpenter went up and found him lying on the bed apparently asleep and decided not to disturb him. Going up again shortly before ten o'clock he found Mr. Brooke still seemingly asleep, but on touching him Mr. Carpenter was horrified to find him dead. A revolver was firmly clenched in his right hand, and he had been shot through the mouth, the bullet lodging in the brain.

Because of his book, "Yakche Swanson," he was known under that name. Capt. Nelson who was born in Sweden over sixty years ago, rose to his position from a cabin boy on a fishing vessel in the North Sea. He is survived by a widow and two sons, living in Berkeley, Cal.

DEATH OF CAPT. NELSON.

WELL-KNOWN PACIFIC MAIL CAPTAIN.

Capt. Andrew V. Nelson, commanding officer of the Pacific Mail liner "Columbia" which left here on May 31 for America, dropped dead of apoplexy on the gangway of the vessel just after she docked at Pier 44, San Francisco, on the morning of June 18 last.

Capt. Nelson, as commander of the transpacific fleet of the Pacific Mail S.S. Co., was one of the oldest seafarers of the Company and was highly thought of by his many friends in various ports of the East and on the American coast.

Because of his book, "Yakche Swanson," he was known under that name. Capt. Nelson who was born in Sweden over sixty years ago, rose to his position from a cabin boy on a fishing vessel in the North Sea. He is survived by a widow and two sons, living in Berkeley, Cal.

NOTICES.

WE HAVE SEVERAL SHAPES IN GENTLEMEN'S

WHITE CANVAS SHOES

WITH LEATHER & "ARMORTRED" SOLES.

"ARMORTRED" SOLES ARE FLEXIBLE—WATERPROOF—NON-SLIPPING AND VERY HARD WEARING

SHOES \$10.50—BOOTS \$11.50 per pair.

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A LIGHT AND DURABLE SHOE IN WHITE CANVAS WITH WHITE CORRUGATED RUBBER SOLES FOR TENNIS AND OTHER GAMES.

ALL SIZES \$3.75 per Pair.

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

A INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending June 30, 1919, will be PAYABLE on TUESDAY August 5, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY July 30 to TUESDAY, August 5, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD,

Acting Secretary.

Hongkong, July 22, 1919.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on MONDAY,

July 28, 1919, at 10.30 a.m., at No. 2 Amoi Villas, Kimberly Road, Kowloon.

THE Valuable Household Furniture, therein contained.

Comprising:—

Stained Teak Hall Cabinet; Tables, &c., Chesterfield Sofas, Arm-chair, &c., Blackwood, and Cherrywood Chairs, Tables, Cabinet, Music Stand, and Tea-boys, Silk embroidered Pictures and Engravings; Fender and Fire Brases, Green Carpet 15 x 12 with Rug (nearly new); Stained Teak Dining Room Suite and Bookcase; Crockery, Glass and Plated Ware, Brass Bedsteads, Large & Small Wardrobes, Linen Press, Toilet Tables, Washstands, &c., Bed and Table Linen and Mosquito Curtains.

Also

Piano by Moutou, Columbia Grafton, with Records; Milner Fire Resisting Side, Enamelled Bath, American Ice Chest, Electric Fittings and 3 Bicycles.

(Full Particulars from Catalogue).

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 22, 1919.

Tel 909.

TO-DAY'S NEW ADVERTISEMENTS.

THE ALEXANDRA CAFE (OPEN TILL MIDNIGHT.)

Noted for:—

THE BEST TIFFINS AND DINNERS.

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ICIES AND ICED DRINKS.

CAKES AND PASTRIES.

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WEDNESDAY,

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AT

MING YUEN GARDENS.

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ON

WEDNESDAY,

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MING YUEN GARDENS.

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(COMPANIES incorporated in ENGLAND)

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STRaits & BURMA, Ceylon, India, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON.

Via STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"MELWARA"	27th July	28th August	28th September

at Bombay, 17th October

FOR BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"MELWARA"	27th July	14th August

FOR CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta 13th August.
"MELWARA"	27th July	

FOR SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Shanghaibout
"MELWARA"	27th July	14th August

Wireless on all steamers.

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FOR VANCOUVER AND SEATTLE.

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Taking CAN on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APOLLINE LINES.

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Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

JAVA PORTS.

HOKUTO MARU on 27th July.

FOR JAPAN PORTS.

BANRI MARU on 28th July.

BORNEO MARU on 29th Aug.

HOKUTO MARU on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP Monthly direct service via Singapore and Port Said.

AMAZON MARU Tuesday, 12th August.

ALTAI MARU Friday, 26th August.

GENOA & BOMBAY { Monthly service taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

SUEÑOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.

HAWAII MARU End of July.

BOMBAY COLOMBO { Regular fortnightly service via Singapore.

INDUS MARU Friday, 26th July.

KASASIO MARU Wednesday, 1st August.

SAIGON, BANGKOK, SINGAPORE { Regular monthly service.

UNNAN MARU Friday, 1st August.

SYDNEY, MELBOURNE { Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA, PORTLAND.

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND FURNISHING CO. in connection with Chicago, Milwaukee and St. Paul Railways.

AFRICA MAKU Monday, 16th August.

JAPAN PORTS - ROBE, BURMA MARU Thursday, 31st August.

SHEUNG, TAKAO VIA SWATOW, AMoy

These steamers have excellent accommodation for 1st and 2nd class Passengers.

Arrive and depart from the O.S.K. Wharf near the Harbour Office.

For TAKAO via SWATOW and AMoy.

BOSHU MARU Thursday, 31st July, at 9 a.m.

For KELUNG via SWATOW and AMoy.

KAJO MARU Sunday, 27th July, at 10 a.m.

For sailing dates and further particulars please apply to:

T. YASUDA, Manager.

Tel. No. 744 & 745.

No. 1, Que's Building.

Telephone Nos. 2274 and 2375.

TUESDAY, JULY 22, 1919

THE CHINA MAIL.

SHIPPING

P. & O.-BRITISH INDIA
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(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES
TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAMRIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &
SAFARIS FOR

MARSEILLES AND LONDON

S.S.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NAGOYA	28th August	28th September	5th October

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due BOMBAY about
DILWARA	27th July	14th August

Will take a limited number of passengers for Marseilles and London with transhipment at Bombay.

CALCUTTA via STRAITS and RANGOON.

JAPAN	Leave Hongkong about	Due CALCUTTA 16th August
	27th July	Due CALCUTTA 16th August

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leaves Hongkong about
NAGOYA	27th July at Noon

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co via Panama by Orient Company.
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All Cabins are fitted with Electric Hair Dryer.

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Ay damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Gooldard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For further information, Please Enquire, Freighters, Brokers, etc., apply to MACKINNON, MACKENZIE & CO., 22 Des Voeux Road Central, HONGKONG.

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Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.
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KASIMA MARU (calling Manila) Saturday, 23rd August, at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
SADO MARU Friday, 25th July, at Noon.
KITANO MARU (calling Malacca). Friday, 28th August, at Noon.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKI MARU Monday, 28th July, at 11 a.m.
AKI MARU Wednesday, 29th August, at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Marmora, San Francisco, Panama & Colon.
TOYAMA MARU Wednesday, 23rd July.
BOMBAY & COLOMBO via Singapore.
TENSING MARU Thursday, 31st July.
TOTOMI MARU Tuesday, 12th August.
CALCUTTA & RANGOON via Singapore & Penang.
CALCUTTA MARU Saturday, 26th July.
YEOSHIO MARU Sunday, 10th August.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Saturday, 23rd August, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
KIRIN MARU Wednesday, 23rd July.
IYO MARU Thursday, 7th Aug, at 11 a.m.
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Hongkong, April 1, 1919.

WONG PING WA, Manager.

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DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, etc.	Shinyo Maru	Toyo Kisen Kaisha	On 12th August.
San Francisco via Shanghai, Japan & China	Persia Maru	Toyo Kisen Kaisha	On 22nd August.
San Francisco via Shanghai, Japan & China	Colombia	China Mail S.S. Co., Ltd.	On 13th Aug., at Noon.
San Francisco via Shanghai, Japan & China	Nanking	The Admiralty Line	On 14th August.
Victoria, Vancouver, Seattle & Tacoma	Western Knight	Coca & Seine Kaisha	About 15th August.
Victoria, Vancouver, Seattle & Shat. Co.	Africa Maru	Empress of Asia	On 15th August.
Vancouver via Shanghai, Japan & China	Asia Maru	Canadian S.S. Co.	On 16th August.
Kobe	Empress of Asia	Jardine, Matheson & Co., Ltd.	On 17th August.
Australian Ports via Manila	Falklands	Nippon Yusen Kaisha	On 18th August.
Australian Ports via Japan	Nikko Maru	Toyo Kisen Kaisha	On 19th August.
New York via Panama Canal	Gibb, Livingston & Co.	The Bank Line, Limited	On 19th August.
New York via Panama Canal	Gaelic Prince	Java-China-Japan Lijn	On 19th August.
Nagasaki, Kobe & Yokohama	Hintang	Nippon Yusen Kaisha	On 20th August.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 21st August.
Strait & Calcutta	Kirin Maru	Jardine, Matheson & Co., Ltd.	On 22nd August.
Shanghai, Kobe & Yokohama	Chakas	P. & O. B.L. & A.L.	On 23rd August.
Hangung	Nagoya	Toyo Kisen Kaisha	On 24th August.
Tean	Tean	Burke, Smith & Swire	On 25th August.
Van Waerwijk	Java-China-Japan Lijn	On 26th August.	
Chipping	Jardine, Matheson & Co., Ltd.	On 27th August.	
Swatow, Amoy & Foochow	Kutio Maru	On 28th August.	
Manila	Quinqueburg	Jardine, Matheson & Co., Ltd.	On 29th August.
Java	Hokuto Maru	P. & O. B.L. & A.L.	On 30th August.
Singapore, Colombo & Bombay	Divina	Toyo Kisen Kaisha	On 31st August.
Bombay & Colombo via Singapore	Nippon Yusen Kaisha	Osaka Shosen Kaisha	On 28th August.
London and Antwerp	Amazone Maru	Osaka Shosen Kaisha	On 29th August.
London via Spore, Pang & Cbo. Co.	Sato Maru	Osaka Shosen Kaisha	On 29th August.
Mauritius, Durban Bay, Durban	Kawaii Maru	Osaka Shosen Kaisha	End of July.

Y. K. K.

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NOTICES TO CONSIGNERS

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S. Iyer Hitam (\$5) ... 13.50 14.80
S. Iyer Kuning (\$1) ... 1.15 1.30
S. Iyer Molak (\$1) ... 2.35 2.45
S. Iyer Panas (\$5) ... 11.25 11.75
S. Iyer Bulogwe (\$1) ... 5.15 6.50
S. Iyer Basut (\$1) ... 1.00 1.15
S. Iyer Batang Dénar (\$10) ... 13.75 14.50
S. Iyer Liatang (\$10) ... 1.00 1.50 per oz
S. Iyer Jelctong (\$1) ... 0.60 0.70
S. Iyer Katil (\$1) ... 1.01 1.10
S. Iyer Kapur (\$1) ... 3.00 3.50
S. Iyer Pekes (\$1) ... 0.63 0.75
S. Iyer K. B. (\$1) ... 1.10 1.15
S. Iyer Timah (\$10) ... 11.00 11.50
S. Iyer Chawakat Nang (\$3) ... 2.41 2.60 per oz
S. Iyer Pekes (\$1) ... 7.00 8.00
S. Iyer Haytor (\$2) ... 7.40 7.60
S. Iyer Indrigid (\$5) ... 1.50 1.70
S. Iyer Jeram (\$1) ... 1.91 2.00
S. Iyer Jumah (\$1) ... 4.10 4.75
S. Iyer Kamasan (\$2) ... 3.35 3.75
S. Iyer Kedah (\$1) ... 6.45 6.85
S. Iyer Klem R. (\$5) ... 7.00 8.10
S. Iyer Kampan (\$1) ... 5.75 6.25
S. Iyer Klunz (\$5) ... 8.00 8.25
S. Iyer Lunas (\$5) ... 2.50 2.80 per oz
S. Iyer Makai Pinda ... 4.90 5.10
S. Iyer Manik (\$1) ... 0.75 0.85
S. Iyer Matuk-Tekong (\$1) ... 5.75 6.25
S. Iyer Margi (\$5) ... 5.75 6.25
S. Iyer New Serendah (\$2) ... 3.05 4.25
S. Iyer Nyalas (\$5) ... 7.75 8.10
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S. Iyer Perai (\$1) ... 2.55 2.75
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S. Iyer Sungai Dang (\$10) ... 3.65 3.80 per oz
S. Iyer Sungai Parani (\$1) ... 0.46 0.80 per oz
S. Iyer Tambakal (\$1) ... 0.60 1.05
S. Iyer Teluk Anson (\$5) ... 16.50 17.50
S. Iyer Temerloh (\$1) ... 1.25 1.35
S. Iyer Trafalgar (\$2) ... 1.15 1.30
S. Iyer Utan Simpan (\$1) ... 1.35 1.45
S. Iyer Utan Simpan (\$1) ... 3.00 3.25 per oz

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TELEPHONE 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m.

TUESDAY JULY 22, 1919.

STEALING IRON RAILINGS.

GOVERNMENT VICTIMISED.

Large quantities of iron railings have been missing from various places lately. The Government have been spending a great deal in restoring railings especially in the vicinity of Bowen Road, where as many as 90 lengths were stripped off the roadway. Near the Wongneichong Road over 140 railings have gone during the last eighteen months.

On the night before last an Indian constable on duty near Black's Link heard sounds of hammering going on. He went up the hillside and saw a Chinese making off with the top railing. This man was given six months' hard labour with four hours' stocks by Mr. G. N. Orme this morning, on the application of Inspector Kent.

SHIPS IN HARBOUR.

List of vessels in port this morning.

British:

Siberia Maru
Tofuku Maru
Hakushin Maru
Daitoku Maru
Nanyo Maru 2
Ryuu Maru
Kyo Maru
Teiyama Maru
Chofu Maru
Masayoshi Maru

Chinese:

Shan Shing
Chien On
Wing Ho Lee
Kam Ying Fat
Mo Ho
Wing Hang
Tai Shan
Shan Kong
Asia
Po Lee

French:

Jade
Kalping

Spanish:

Kao Samud
Valaya
Pinsanud

SALE OF CROWN LAND.

At the offices of the Public Works Department yesterday afternoon there was offered for letting by public auction, with a lease of 75 years, a piece of Crown Land known as Kowloon Inland Lot No. 1283 situated between Kowloon Island Lots Nos. 63 and 1301, Jordan Road, Kowloon. There were about half-a-dozen Chinese bidders present and starting with the upset price of \$19,280 the sale proceeded by bids of \$20 to \$19,360 when the property was knocked down to Mr. Chan Sin Po.

O.B.E. FOR CENSOR, AS WELL AS R.I.P.

Major L. Cassel, who has been D.A.A. and Q.M.C. and General Staff Officer here for the past few years, has received showers of congratulations on his services being recognised by the award of the O.B.E. (Military Division). Major Cassel has also been Deputy Chief Censor. He relinquished the appointment of G.S.O. on the arrival of Lieut-Colonel Cross. Major Cassel's award was in the Birthday Honours.

STABBING.

A Chinese gentleman of 53, residing at 76 Nullah Lane, was sent to the Government Civil Hospital suffering from stab wounds made in his neck by two persons unknown, whilst he was asleep. The injured man had engaged some coolies. These had a grievance, and are supposed to have done this in revenge.

ANOTHER VICTIM.

In connection with the poisoning incident reported in yesterday's issue of the *China Mail*, in which five men were taken ill and transferred to hospital after finishing their meal, another of them died in hospital today.

MR. SILVA-NETTO IN COURT.

Mr. A. F. B. Silva-Netto, summoned for failing to cancel a receipt stamp, was fined \$5 by Magistrate Lindell this morning.

A TARDY HONOUR.

Major General F. Ventris has been awarded the C.B. in the recent Birthday Honours. His first honour during a lengthy period of service going back 44 years.

NEWS FROM HOME

LONDON'S TRIBUTE TO EDITH CAVELL.

[From Our Own Correspondent.]

LONDON, May 16.

Yesterday's processions and funeral services in honour of Nurse Cavell were easily the most impressive demonstrations of national feeling that we have witnessed in the past few years. The very simplicity of the cortège itself added to the effect.

But the one thing that gripped the spectator was the miles on miles of bared-headed people standing in dead silence for long after the coffin wrapped in the Union Jack had passed. Something

betwixt a moan and a sigh broke

the myriad waiting women

as the procession went past,

but that was all—save the

solemn music of the bands

playing the Dead March at certain

points and the pipes playing

The Flowers of the Forest at Liverpool

Street. Never has a daughter of Albion

been more proudly received in her

home land, and never has mortal

body been more reverently laid to

rest than this simple nurse from Norfolk, whose record is now regarded

as a benison in the city of Norwich

beneath the shade of whose ancient

Cathedral she lies at peace.

In a way, the whole proceedings

from Brussels to Norwich have sym-

bolised the ruin of the German con-

ception of militaristic might over-

ight. They violated Belgium and

thought to rule by murdering

saintly women like this nurse.

To-day their navy has sullenly

surrendered rather than fight,

their army has vanished even in the

eleventh hour of the struggle, their

monarchs are deposed and disruption

is at work in all their vital parts.

In contrast, the gentle woman they

trivels in honour from capital to

capital, with kings and queens and

two entire nations grouped to see her

pass.

FLYING PROGRESS.

As the competitors for the Atlantic flight gather in number, and as schemes far passenger and traffic flying are brought forward, people are talking a little wildly of the immediate developments of flying. As a matter of fact, experts are much slower in their estimates of the progress to be made in the next few years. "Given five millions sterling said one of them the other day Stet I think we could make trade flying successful in three years." But that sum is not forthcoming, and so the advance, though sure, will be more gradual.

The number of air mishaps of late have made a big impression on the public mind and many are wondering why there were not so many during the war." The answer is, of course, that there were just as many, but the censorship kept them dark. Now officialdom is not showing a very sympathetic attitude to the effective parachutes that have been devised for use in case of accidents to aeroplanes or airships. The explanation seems to be that people are apt to be unduly alarmed if they have to put the harness on before they get aboard an aeroplane, and besides that there is the difficulty of added weight to be considered. The last is really the more decisive argument. The first is dissipated to a large extent by reference to the fact that all steamships carry lifebelts, yet people travel readily enough on them.

LORD FRENCH'S REVELATIONS.

The disclosures made by Lord French, in his new book on the war, have set the debaters going. One

half applauds him for his outspokenness, and the other half screams that he should be punished for disclosing such things as Lord Kitchener's interference with the command, and the shortage of shells, while he is in command in Ireland. He himself, I am assured, has replied tartly to such critics as have come near him that he refuses to be muzzleled, and if the Government tries to fix a muzzle on him he will throw his position at them.

His criticism of Lord Kitchener's interference in connection with Antwerp and other phases of the war, of General Smith-Dorrien's pessimism, of the failure to send reinforcements or supplies when the house was being assured that both had been replaced, are stirring very bitter feelings indeed. The historian will be busy for years to come with the materials accumulating from day to day as to the methods by which we have pursued this war. As Lord Rosebery once said of another conflict—"We usually muddle through."

woman reclining in a smart motor car, garbed in electric blue from crown to heel, and in order that none should miss the full spectacle as she passed down Bond Street, she had her feet lifted into the straps attached to the top of the door, the better to display the blue silk hose and blue shoes.

Crowds of fashionables are passing in and out of the Royal Academy, and the motor cars in Piccadilly are again so thick that the traffic is often held up. The race parties seem to be greater than ever, and the theatres and restaurants are crowded to the limits.

The quietest people are the old nobility, for the rioters in expenditure are the profiteers of munitions and foodstuffs during the war. They have waxed fat, and now they are showing off.

But the face of the country is changing. The great estates are changing hands at fancy prices. The appearance of wealth is largely misleading. Professional people, and even landed people, have suffered much. London and other cities are full of officers who have been given gratuities on completing their service, and of unemployed who are living on the government dole, but it is a fictitious wealth, and expert observers fear what will follow later in the year, when the doles are stopped, unemployment threatens, and a heavy emigration begins. Trade and industry are getting back into their stride slowly. Everything is very dear, and the tendencies are ever upward, even six months after the Armistice, so that the middle classes especially are apprehensive for next year and its anticipated increase of the Income Tax.

This makes their indignation the greater when they read successive reports of national expenditure, with revelations of amazing laxity, waste and imbecility on the part of officials. Even at this day there are in one part of the south-east London nine miles of army motor cars, many of them raw, rotting and cracking under the weather, while business firms are paying fancy prices for trade vehicles and nothing effective is being done to dispose of the Government's surplus cars. Mearns the limpet bureaucrats clinging to their offices in Whitehall and elsewhere and officials are being paid big salaries chiefly to yawn and read the papers.

A BRILLIANT OPERA.

The Covent Garden Opera season is another sign of the return to a normal London. It opened brilliantly, with everybody who is anybody there to welcome Madame Melba, whose ovation was greatly augmented by a large body of Australian soldiers who waved their slouch hats and "cooed" at her long after everybody else had grown tired. Her protege, Thomas Burke, formerly a Lancashire pit boy, came fresh from Italy and scored an instant success. He is a new English tenor with a great future. Sir Thomas Beecham is conducting grand opera in the old style, with world famous singers as his principals and all the world of riches and fashion as his audience. The German element, thank Heaven, is out of it, and there is no void as a result. Sir Thomas is reaping the reward of his long endeavour, and his fine service in giving us opera at Drury Lane during the war.

THE COTTON TRADE.

Lancashire does not like the growing menace of Japanese competition in the cotton industry. It is hoped to arrange for the Lancashire commission to tour the Far East shortly. Meanwhile thirteen American commissioners have arrived here with a view to establishing a closer relationship between the cotton goods industries of the two countries. After they have toured Lancashire they will go to Belgium, France and Holland.

CONSCRIBING "INTELLECT."

ADMIRAL KOLTCHAK IS OUT TO OVERTHROW THE BOLSHEVIK RULE.

Judge Refuses to Give Her a Divorce.

In the Divorce Div. before Mr. Justice Coleridge recently.

"This is one of the saddest cases

in the whole of my career at the Bar," declared Mr. Priestley, K.C., when imploring the court to exercise

discretion in favour of Mrs. Gladys Belcher. She sought to divorce her

husband, Lionel Herbert Belcher, the

kinema actor and one of the chief

witnesses in the Billie Carleton

cocaine case. There was no denial to the charges of cruelty and miscon-

duct, but Mrs. Belcher admitted mis-

conduct herself and asked the court

to exercise discretion in her favour.

Counsel: "For petitioner, Mr. Priestley, K.C., and Mr. W. O. Willis.

Belcher, said Mr. Priestley, seduced

his wife when she was only 18

years old. They both acted, and in

August 1915 were married at the

Richmond Registry Office. She was

then only 18. Her husband treated

her with great cruelty, which was

perhaps accounted for by the fact

that Belcher was addicted to drugs.

Once at her mother's house he

attempted to throw a vase at her.

On another occasion, when he saw

the signatures of some coloured men

in his wife's autograph album, he

got into a violent temper, caught

her by the hair, and dragged her

across the floor. A Mrs. Panaguli,

who was in the flat, interfered and

was turned out. He then struck his

wife in the face, knocking her down.

Mrs. Belcher left the house, but

returned with a friend named Miss

Bishop. Miss Bishop saw

her husband get up and go to Miss

Bishop's room.

Belcher, said counsel, told his wife

she was silly to make a fuss, as she

could go with any man she liked.

The next day he brought home a

man with whom he invited his wife

to commit misconduct. When she

refused, he struck her in the face.

She left him then for good.

Cast on her own resources, she obtained work

on the stage at £2 10s. a week;

which she found was not enough to

keep her. She made the acquaintance of a man, who

was very kind to her, but she

used to doubt his claims to any helpful

genius of his own.

CABLE DELAYS.

There are still numerous complaints of cable delays to the Far East and business firms are bombarding the Postmaster General and M.P.'s with evidence of the harm to business through slowness that tangles quotations and makes transactions on a fluctuating market well nigh impossible. The Government declare they have removed the priority rights of the departments, but it is realised that something more will have to be done to meet the situation.

It is only now that the habit has been stopped of sending cables overland to Marseilles by rail, before placing them on the wires. The Postmaster General now promises that cables shall be dealt with as cables.

THE

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. HECTOR, due here July 26 and leaves for Shanghai and Hankow July 27.
The s.s. HYUNON, due here July 30 and leaves for Japan July 31.
The s.s. ANTILLOCHUS, due here August 8 and leaves for Shanghai and Japan August 9.
The s.s. AGAPEONE, due here August 8 and leaves for Japan Aug. 9.
The s.s. TEENAI, due here August 8 and leaves for Shanghai, Taku and Dairen Aug. 9.
The s.s. PYRRHUS, due here July 24 and leaves for Shanghai and Japan Aug. 25.
The s.s. ORESTES, due here August 15 and leaves for Shanghai August 16.
The s.s. YO MARU, left London June 21 and is due here via Suez Aug. 5.
The s.s. ATWTA MARU, leaves London July 13 and is due here via Suez Aug. 19.
The s.s. SHIZUOKA MARU, leaves London July 23 and is due here via Suez September 2.
The s.s. KAGI MARU, leaves London Aug. 8 and is due here via Suez September 12.
The s.s. YOSHINO MARU, leaves London Aug. 20 and is due here via Suez Sept. 13.
The s.s. PYRHEON, due here August 12 and leaves for Japan August 14.
The s.s. THEMIS, due here August 14 and leaves for Shanghai and Hankow August 15.
The s.s. TITAN, due here August 25 and leaves for Shanghai and Japan August 26.
The s.s. KERMON, due here August 26 and leaves for Shanghai and Japan August 27.
The s.s. INION, due here September 4 and leaves for Shanghai and Taku September 5.
The s.s. ANNE LENON, leaves Marseilles June 25 and is due here via usual ports July 22.

FROM SHANGHAI.

The s.s. HELENUS, leaves Shanghai July 20 and is due here about August 1.
The s.s. DILWARI, leaves Shanghai July 22 and is due here July 25.
The s.s. AGATHON, leaves Shanghai August 20 and is due here on or about August 23.

FROM JAPAN.

The s.s. SIBERIA MARU, left Yokohama July 8 and is due here July 22.
The s.s. NAGOYA, leaves Yokohama August 8 and is due here August 30.
The s.s. ANTO MARU, due here from Moji August 31 and leaves for South America September 10.
The s.s. SEIBO MARU, due here from Moji October 24 and leaves for South America November 4.
The s.s. HOKUTO MARU, due here from Kobe and Moji July 27 and leaves for Java port July 29.
The s.s. NELEUS, leaves Yokohama July 19 and is due here August 5.
The s.s. AGAMEMNON, leaves Yokohama July 12 and is due here July 24.
The s.s. DECALION, leaves Yokohama July 18 and is due here about August 20.
The s.s. SAO MARU, leaves Yokohama July 11 and is due here July 25.
The s.s. KITANO MARU, leaves Yokohama July 25 and is due here Aug. 9.
The s.s. INABA MARU, leaves Yokohama August 8 and is due here Aug. 23.
The s.s. KAMU MARU, leaves Yokohama August 25 and is due here Sept. 6.
The s.s. IYO MARU, leaves Yokohama Sept. 5 and is due here Sept. 20.
The s.s. ATSUTA MARU, leaves Yokohama Sept. 18 and is due here October 4.
The s.s. SHIZUOKA MARU, leaves Yokohama October 3 and is due here October 18.
The s.s. KAGA MARU, leaves Yokohama October 15 and is due here Nov. 1.
The s.s. YOKI HAMA MARU, leaves Yokohama October 31 and is due here November 15.
The s.s. TAMBA MARU, leaves Yokohama Nov. 14 and is due here via Kobe, Mihi and Shanghai Nov. 29.
The s.s. TERHENAS, leaves Yokohama August 2 and is due here August 19.
The s.s. PYRRHUS, leaves Yokohama August 16 and is due here September 2.
The s.s. ATREUS, leaves Yokohama August 22 and is due here August 15.
The s.s. ORESTES, due here from Japan Ports and Shanghai September 9 and sails for Europe October 10.
The s.s. ANTILLOCHUS, leaves Yokohama August 30 and is due here September 16.
The s.s. ARRATOON APGAR, leaves Kobe August 19 and is due here via Moji August 25 en route for Calcutta via Singapore, Penang and Rangoon.

FROM JAVA.

The s.s. BANRI MARU, due here from Java ports July 26 and leaves for Japan Aug. 25.
The s.s. TORNEO MARU, due here from Java ports July 26 and leaves for Japan port Aug. 31.
The s.s. HI-KUTU MARU, due here from Java ports September 9 and leaves for Japan ports September 12.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila July 29 and leaves for Cebu, Bohol and Sulu Islands and Seattle August 14.
The s.s. SIBERIA MARU, due here July 22 and leaves for San Francisco July 29.
The s.s. CYCLOPS, leaves Manila Sept. 22 and is due here Sept. 24.

FROM CALCUTTA.

The s.s. ARRATOON APGAR, leaves Calcutta Aug. 7 and is due here via Rangoon, Penang and Singapore Aug. 1.

FROM AUSTRALIA.

The s.s. ST. ALBANS, left Sydney July 9 and is due here via Queensland Ports, South Australia and Tasmania July 30.
The s.s. TANGO MARU, leaves Melb. on July 21 and is due here via Sydney, Brisbane, Townsville, Thursday Island, Zanzibar and Manila Aug. 2.
The s.s. NKK MARU, leaves Melbourne Aug. 22 and is due here via usual ports Sept. 19.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle June 18, due here July 29 via Japan, Vladivostok and Manila.

The s.s. CYCLOPS, left Seattle July 9, due here August 9 via Japan, Vladivostok and Manila.

The s.s. NANKING, leaves San Francisco July 17 and is due here via Honolulu, Japan ports and Shanghai and Manilla August 10.

The s.s. COLOMBIA, left San Francisco June 28 and is due here via Honolulu, Japan ports, Shanghai and Manilla August 8.

The s.s. VENEZUELA, leaves San Francisco July 26 and is due here via Honolulu, Japan ports, Shanghai and Manilla September 5.

The s.s. SIBERIA MARU, left San Francisco June 19 and is due here via Honolulu, Japan and Manilla July 25.

The s.s. SHUNTO MARU, left San Francisco June 30 and is due here via Honolulu, Japan and Shanghai July 29.

The s.s. FERIA MARU, leaves San Francisco July 14 and is due here via Honolulu, Japan and Shanghai July 18.

The s.s. FORE MARU, leaves San Francisco July 30 and is due here via Honolulu, Japan and Manilla Sept. 1.

The s.s. SUWA MARU, left Seattle June 19 and is due here via Japan, Shanghai and Manilla July 24.

The s.s. KASHIMA MARU, leaves Seattle July 12 and is due here via Japan, Shanghai and Manilla Aug. 11.

The s.s. FUSHIMA MARU, leaves Seattle August 5 and is due here via Japan, Shanghai and Manilla Sept. 8.

The s.s. MONTRAGE, leaves Vancouver July 8, and is due here via Japan and Shanghai August 4.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. Kirin Maru (Bombay Line) left Singapore for this port on the 17th July, and is expected here on the 23rd July.

The N.Y.K. s.s. Calcutta Maru (Calcutta Line) left Kobe for this port via Muji on the 17th July, and is expected here on the 24th July.

The N.Y.K. s.s. Soho Maru (European Line) left Shanghai for this port on the 21st July, and is expected here on the 24th July.

The P. & O. B.L. & A.L. s.s. Japan left Moji for this Port on the 16th instant, and is due here on the 22nd instant.

The P. & O. B.L. & A.L. s.s. Agamemnon left Singapore for this Port on the 1st instant, and is due here on the 26th instant.

The P. & O. B.L. & A.L. s.s. Nagoya Maru left Bombay for this Port on the 3rd instant, and is due here on the 26th instant.

The T.K.R. s.s. Shiro Maru sailed from Yokohama July 21 and is due at Hongkong July 30.

Latest Advice.

The Siam Steam Navigation Company's Steamer *Nakura* is expected to leave for Bangkok during this week and will take passengers.

The C.P.O.S. Co's R.M.S. Empress of Asia left Vancouver for Hongkong via Japan ports, Shanghai and Manilla, on July 11, and is due here on or about July 31.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Nagasaki on July 14, left there July 15, and is due at Kobe on July 17.

The C.P.O.S. Co's R.M.S. Monteagle left Victoria for Hongkong, via Japan ports and Shanghai on the 9th July, and is due here on or about 4th Aug.

The T.K.R. s.s. Nippon Maru arrived at Yokohama July 14 and sails July 16 for Honolulu and San Francisco.

The C.M.S. Co's *Nanking* arrived at San Francisco on July 4.

The E. & A.s. St. Albans, left Sydney for this port (via Queensland Ports, Sandakan and Manilla) 8th July and may be expected to arrive here on or about 31st July.

The T.K.R. s.s. Korea Maru arrived at Yokohama July 5 and sails July 8, per schedule, for Honolulu and San Francisco.

The T.K.R. s.s. Sado Maru arrived at Yokohama July 11 and is due here July 25.

The T.K.R. s.s. Iyo Maru (European Line) left London for this port via Suez Canal on the 27th June, and is expected here on the 6th August.

The T.K.R. s.s. Persia Maru arrived at Yokohama June 28 and sails July 27, as per schedule, for Honolulu and San Francisco.

The s.s. PEACE, due here about August 11 and is due here via Kobe, Mihi and Shanghai Nov. 29.

The s.s. TERHENAS, leaves Yokohama August 2 and is due here August 19.

The s.s. PYRRHUS, leaves Yokohama August 16 and is due here September 2.

The s.s. ATREUS, leaves Yokohama August 22 and is due here August 15.

The s.s. ORESTES, due here from Japan Ports and Shanghai September 9 and sails for Europe October 10.

The s.s. ANTILLOCHUS, leaves Yokohama August 30 and is due here September 16.

The s.s. ARRATOON APGAR, leaves Kobe August 19 and is due here via Moji August 25 en route for Calcutta via Singapore, Penang and Rangoon.

PASSENGERS ARRIVED.

Per s.s. Siberia Maru, for Hongkong from San Francisco. Mr. H. A. Astred, Mr. H. Arneemann, Mr. M. B. Asbell, Mr. J. M. Brady, Mr. and Mrs. C. B. Bush, Mr. E. Borer, Mr. and Mrs. M. H. Caron and infant, Mr. E. C. Crisby, Mr. and Mrs. D. Capdil, Mr. F. U. Chico, Rev. J. V. Coltrio, Rev. A. O. Diaz, Mr. B. Davis, Mr. F. Einstein, Mr. J. H. Green, Mr. J. M. Grief, Mr. A. S. Hiltberg, Capt. J. M. Lopez, Dr. C. M. Lettieri, Mr. and Mrs. E. N. Lyen, Mr. and Mrs. F. Lowry, Mr. and Mrs. H. F. Marks, Mr. and Mrs. W. M. Merton, Rev. M. M. Mullen, Mr. E. de Mesquita, Mr. E. Muller, Mr. S. P. P. Mr. V. Quigley, Mr. D. Kubota, Mr. J. Russell, Mr. J. E. Russell, Mr. P. del Rosario, Jr., Mr. J. T. Russell, Mr. H. A. Salomon, Mr. C. F. Stark, Mr. M. Tinio, Rev. F. C. Toombs, Mrs. A. M. Weber, and Mr. C. A. Zulcoca.

ARRIVALS.

July 12.—
WING HOI LEE, Chi. 396 tons, from K.C. Wan, Capt. Sowden, Showman, Wharf.

TAKSAM G, Brit. 97 tons, from Haiphong and Hoihow, Capt. Picknel, J. M. & Co. "40."

TEAN G, Brit. 1,251 tons, from Hanghai, Capt. A. J. Scott, B. & S., C. S.

CLEARANCES.

July 22.—
SONGMA, French, 6 a.m., for H. Ihu, via Hoi, w. Lapeigne & Co.

THE NG HING, Brit. 100 tons, for Tie Tsui, via Wai-hai-wei and Teluk.

OUBRANG, Brit. 8 a.m., for Changshu.

QUIK-SHA G, Chi. 7 p.m., for Quinkion, via Chung-ku, Lung-chi.

HATAN, Brit. 9 p.m., for Foochow via Swatow; D. L. & C.

NOTICES FOR ADMIRERS.

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G.P.O. will be packed and forwarded to them free.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No official letter addressed to Abdan, Ahwas or Mohammorah in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcels services between Egypt (or in transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Udine, Vicenza, Treviso, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces), and to Abyssinia, Bagdad, Frithrea, French Somaliland, Italian Somaliland, Portugal, East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

WEDNESDAY, July 23.
Japan—Per JAPAN.

Straits—Per KIRIN MARU.

THURSDAY, July 24.
Japan—Per SADO MARU.

Straits etc., and Parcel Mail from London—Per PYRRHUS.

SATURDAY, July 26.
Singapore—Per NAGOYA.

Bombay—Per SODEGUARA MARU.

OUTWARD MAILS.

WEDNESDAY, July 23.
Haiphong—Per HANOI, 1 p.m.
Hoibow—Per CHUEN ON, 5 p.m.

THURSDAY, July 24.
Straits and Bangkok—Per CHUNSAENG, 3 p.m.
Shanghai and North China—Per TEAN, 4 p.m.

Swatow—Per CORNELIA, 6 p.m.
Hoibow, Pakho and Haiphong—Per KAIFONG, 6 p.m.

FRIDAY, July 25.
Swatow, Amoy and Foochow—Per QUINNERTAIG, 10 a.m.
Straits, Ceylon, Mauritius, South Africa, India via Dhanabandi, Egypt and EUROPE via SUEZ—Per SADO MARU.

Registration 9:45 a.m. Letters 10:30 a.m.

Weihaiwei, Chefoo, and Tientsin—Per HUICHOW, 1 p.m.

SATURDAY, July 26.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanabandi, Egypt and EUROPE via SUEZ—Per AGAMEMNON, Registration 9:45 a.m. Letters 10:30 a.m.

The Parcel Mail will be closed on Friday, July 25, at 5 p.m.

Shanghai and North China—Per SUNNING, 2 p.m.

Shanghai and North China—Per YINGCHOW, 5 p.m.